

exchange program, he has provided a tremendous service and I offer my most sincere thanks to Jack for his efforts on behalf of the U.S. Congress-Bundestag Staff Exchange program. For a decade of service, vielen dank.●

#### THE VERY BAD DEBT BOXSCORE

● Mr. HELMS. Mr. President, at the close of business yesterday, Monday, October 19, 1998, the federal debt stood at \$5,541,765,173,290.62 (Five trillion, five hundred forty-one billion, seven hundred sixty-five million, one hundred seventy-three thousand, two hundred ninety dollars and sixty-two cents).

Five years ago, October 19, 1993, the federal debt stood at \$4,403,899,000,000 (Four trillion, four hundred three billion, eight hundred ninety-nine million).

Ten years ago, October 19, 1988, the federal debt stood at \$2,620,577,000,000 (Two trillion, six hundred twenty billion, five hundred seventy-seven million).

Fifteen years ago, October 19, 1983, the federal debt stood at \$1,382,541,000,000 (One trillion, three hundred eighty-two billion, five hundred forty-one million).

Twenty-five years ago, October 19, 1973, the federal debt stood at \$461,462,000,000 (Four hundred sixty-one billion, four hundred sixty-two million) which reflects a debt increase of more than \$5 trillion—\$5,080,303,173,290.62 (Five trillion, eighty billion, three hundred three million, one hundred seventy-three thousand, two hundred ninety dollars and sixty-two cents) during the past 25 years.●

#### REAUTHORIZATION OF THE SURFACE TRANSPORTATION BOARD

● Mr. HOLLINGS. Mr. President, I rise today in support of S. 1802, the reauthorization of the Surface Transportation Board (Board). I have spoken out in favor of the Board on many occasions. I want to reemphasize today my commitment to seeing that the Board will be in business for a long time and will be given the resources that it needs to continue its vital work.

The Board is the independent economic regulatory agency that oversees the Nation's rail and surface transportation industries. A healthy transportation system is critical to sustaining a vibrant and growing economy. Under the able and forward-looking leadership of Linda Morgan, the Board's Chairman, who was with us on the Commerce Committee for many years, the Board has worked to ensure that the transportation system is both healthy and responsive. Although it was established to be principally an adjudicatory body, the Board has reached out to the transportation community in an unprecedented way. It has handled the crisis in the West appropriately, letting the private sector work it out where possible, but inter-

vening when necessary. It has initiated proceedings at the request of Senator McCain and Senator HUTCHISON to review the status of access and competition in the railroad industry, and its actions have produced a mix of government action and private-sector solutions. With its staff of 135, it puts out more work than much larger agencies, issuing well-reasoned, thoughtful, and balanced decisions in tough, contentious cases. Just recently, in the Conrail acquisition case, the Board issued one such decision that is good for my State, and for the Nation.

But the Board is stretched thin. It needs to train new people to replace the many employees who are likely to retire soon. And next year, it will continue to expend resources monitoring the implementation of the Conrail acquisition and the rest of the rail network. The Board needs adequate resources to do the hard work that we expect it to do.

Because we need the Board, and because the Board has done a fine job, I am here today supporting a clean reauthorization bill. I supported the Staggers Act when it was passed, and I think in large part it has been a success.

I know that there is some concern about how our transportation system ought to look, and that there are many important issues on the table right now. Several of those issues are being handled by the Board, in connection with its competition and access hearings. I am confident that the Board will do the right thing with the issues before it.

However, some of the tougher issues that have not yet been resolved—for example, the substantially more open access that some shippers want—are not for the Board. They are for us, and they are real. But the fact that the railroads and those who use the system have a lot of ground to cover on these legislative issues should not hold up the Board's reauthorization. Legislative change is our job. The Board, working with the law we gave it, has done its job. I want to thank the Board in general, and Chairman Morgan in particular, who has my unqualified support, for a job well done. The Nation needs agencies like the Board and public servants like Chairman Morgan.●

#### THE RETIREMENT OF REPRESENTATIVE LEE H. HAMILTON OF INDIANA

● Mr. MOYNIHAN. Mr. President, I rise today humbled by the considerable accomplishments of a great friend and colleague, LEE HAMILTON of Indiana. After 17 terms, he will leave the House of Representatives at year's end. What a profound loss for us all.

Not surprisingly, LEE HAMILTON continues to be recognized for his achievements. Last Tuesday's New York Times quotes Congressman HAMILTON as "feeling pretty good about the job"

he has held for 34 years. "I have more confidence in the institutions of government and the Congress than most of my constituents. The process is often untidy, but it works." David S. Broder wrote in a column entitled "Lee Hamilton's Mark," "... no one will be more missed by his colleagues of both parties than LEE HAMILTON of Indiana ... (h)e is an exemplar of the common-sense, instinctively moderate model of legislator that used to be common in Congress but is increasingly rare today."

I had the honor of serving with Representative HAMILTON on the Commission on Protecting and Reducing Government Secrecy (1995-1997). Our Commission recommended unanimously that legislation should be adopted to govern the system of classifying and declassifying information, which for a half century has been left to executive regulation. The Congressional members of the Commission introduced such legislation in the House and Senate and one of my largest regrets for the 105th Congress is that we could not get this legislation adopted in honor of LEE HAMILTON's retirement. This will take some time, but eventually, surely, we will pass such a bill.

As the former Chairman of the Committee on Foreign Affairs, the Joint Committee on the Organization of Congress, the Select Committee to Investigate Covert Arms Transactions with Iran, and the Permanent Select Committee on Intelligence, LEE HAMILTON has showed an extraordinary capacity to lead our country through difficult times. Last year, LEE received the Edmund S. Muskie Distinguished Public Service Award from the Center for National Policy and, just last month, the Hubert Humphrey Award from the American Political Science Association.

I might note here that Hubert Humphrey was the first Chairman of the Board of Trustees of the Woodrow Wilson International Center for Scholars here in Washington. To our great benefit, LEE HAMILTON has just recently agreed to head the Wilson Center. He will assume his new post in January, succeeding the Center's distinguished director, Charles Blitzer. Dr. Blitzer's tremendous achievement—the building of a permanent home for the Wilson Center at the now complete Federal Triangle—fulfills the commitment to President Wilson's living memorial as established in its 1968 founding statute. That statute required that the Center be located on Pennsylvania Avenue. Today the Wilson Center can be found at One Woodrow Wilson Plaza on Pennsylvania Avenue where it maintains architectural and functional autonomy from its neighbor, the Ronald Reagan Building and International Trade Center.

It is of enormous comfort to this Senator to know that LEE HAMILTON will remain close at hand and continue to engage us all in matters of great import.

I ask that David Broder's column "Lee Hamilton's Mark" from The